

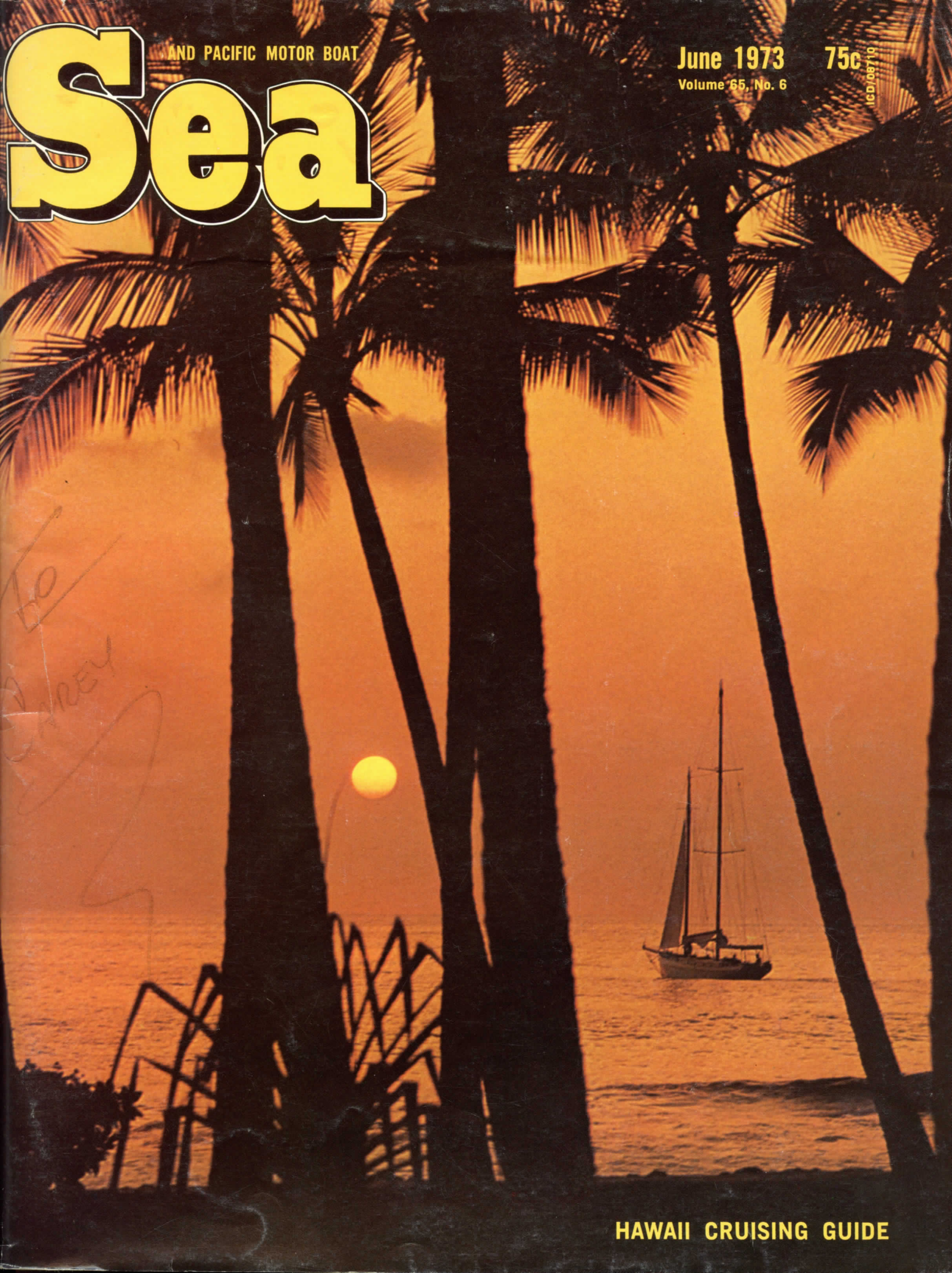
Sea

AND PACIFIC MOTOR BOAT

June 1973
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To
Sprey

HAWAII CRUISING GUIDE

Everyone promises himself he will take a year off, draw out his savings and sail around the world. Right?

If your boat is 15 instead of 45 feet and you have to pay the rent, then you keep your job, and you consider settling for a three-day cruise for about \$50.

We have a 26' Thunderbird, sturdy sailboat with a 6-hp outboard, plenty of room for stores, about 3 gal. of fresh water, head, two forward bunks and two quarter bunks. For stoves we have two mini-galleys which swing along on the bulkhead. An ice chest and sink with pump complete the accommodations.

With sea in our blood we soon tired of the trek to Avalon, the Isthmus and Catalina Harbor from our berth in Marina del Rey. We weren't ready for Hawaii or Ensenada — so we looked north. To Oxnard and the Channel Islands.

The triangle in a three-day weekend sounded appealing: Marina del Rey to Channel Islands, out to Anacapa and Santa Cruz Islands, and back to home port. The \$50 would cover landing fee at Santa Cruz, slip rental for one night at Channel

Islands, with social hour and dinner ashore, and food for the trip.

Most sailors who head for Channel Islands leave Marina del Rey about midday to pick up the usual 8-18 knot westerly. On a course of 260° and an average of six knots you would reach your first check-point, Point Dume in about four hours. Its dome head, about 200 feet high with red bluff and white cliffs, makes it easy to spot. The lighted whistle buoy confirms your place in the ocean as shown on chart No. 5101.

Motor boatmen heading up the coast might select the earlier part of the day as the breeze bristles and the swells and chop can grow in the afternoon.

Boatmen who cruise about two miles offshore can appreciate the beauty of the high cliffs, white beaches and not too much kelp which rides about one mile offshore.

The next leg, on a course of 275°, is beautiful and rugged. High mountains, broken up by curving canyons that leave the mountains for the sea, transmit a feeling of satisfaction that you and your boat are capable, with no safe anchorage in sight.

As you head for Point Mugu tune in the radio to 2638 kHz or 2738 kHz to learn if any missile firing is scheduled. You must cross the Pacific Missile Range but the danger is slight. If you should happen in the area during a firing a Coast Guard cutter, with a red superstructure, will head you off, and stay with you until the danger is past.

Just before you reach Point Mugu, which is about 14 miles from Point Dume, you can spot what is called the "prominent slide" area on the chart. The high sand dune is a favorite play spot for children on land, and a favorite landmark for offshore cruisers. It means you are about two miles from your second check point, Point Mugu.

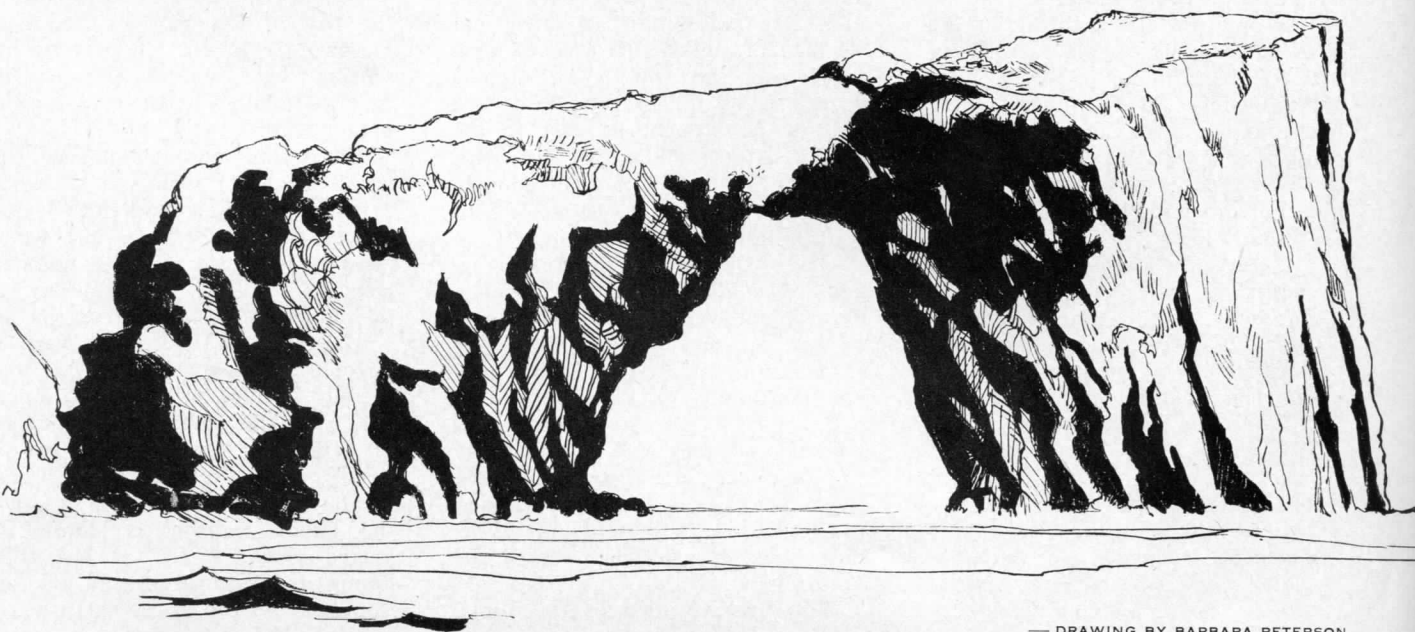
On a clear day you can spot Channel Islands Marina and Point Hueneme. If the fog has you encased in its arms, set your compass for 285° and the boat should glide right through the new breakwater at Channel Islands.

Point Hueneme tempts many first-time visitors to the area. Don't enter. It is a commercial harbor used by cargo and commercial fishing vessels. You can mark it by the lighted bell

Channel Islands Provide Change Of Pace For Small Boat Sailors

By AL and BETTY SELDNER

#135



— DRAWING BY BARBARA PETERSON

buoy 800 yards outside the entrance to the harbor.

One mile past Point Hueneme is your first layover on this three-day cruise, Channel Islands Marina, well marked in clear or foggy weather. Between Point Hueneme and Channel Islands Marina is a not-too-pleasant landmark, a large ship lying on her side, bleak reminder that the tides are strong and the surf is rough.

Newness, everything bright and shiny, is what you see when you enter Channel Islands Marina. This new small-boat harbor entices the visitor with luxury hotels, sophisticated restaurants, excellent accommodations for the overnight boatman, a ships' chandlery, engine repair shop and a courteous harbor master's office.

If you did not make a slip reservation, stop at the harbor master's office, on the starboard as you enter the marina, and they will obtain a

slip for you. If you find a float plan, this is the place to let them know you are alive and well.

We set out early the next morning for Anacapa on a course of 202°. This enchanted island lies 11 mi. southwest of Channel Islands and from a distance looks like an electrocardiograph, a series of flat stretches and little dips.

As you get closer you see it is actually three islands. The first two are low, the third climbs out of the sea to a height of 900 feet. On the easterly side is a graceful arch which looks like a croquet hoop. It tempts the unwary sailor to sail through. Forget it. The opening is only 50 feet wide, it is filled with sand and rocks, and currents and winds could play havoc with any small craft.

Companions on the 11-mi. trip to Anacapa from Channel Islands harbor are California pelicans. They dip and dive along the route and remind the sailor that this almost extinct species produced 26 new babies last year — all born on their home island, Anacapa.

That's why the 5-mi. long island is carefully protected as a national park. The ecology balance is delicate.

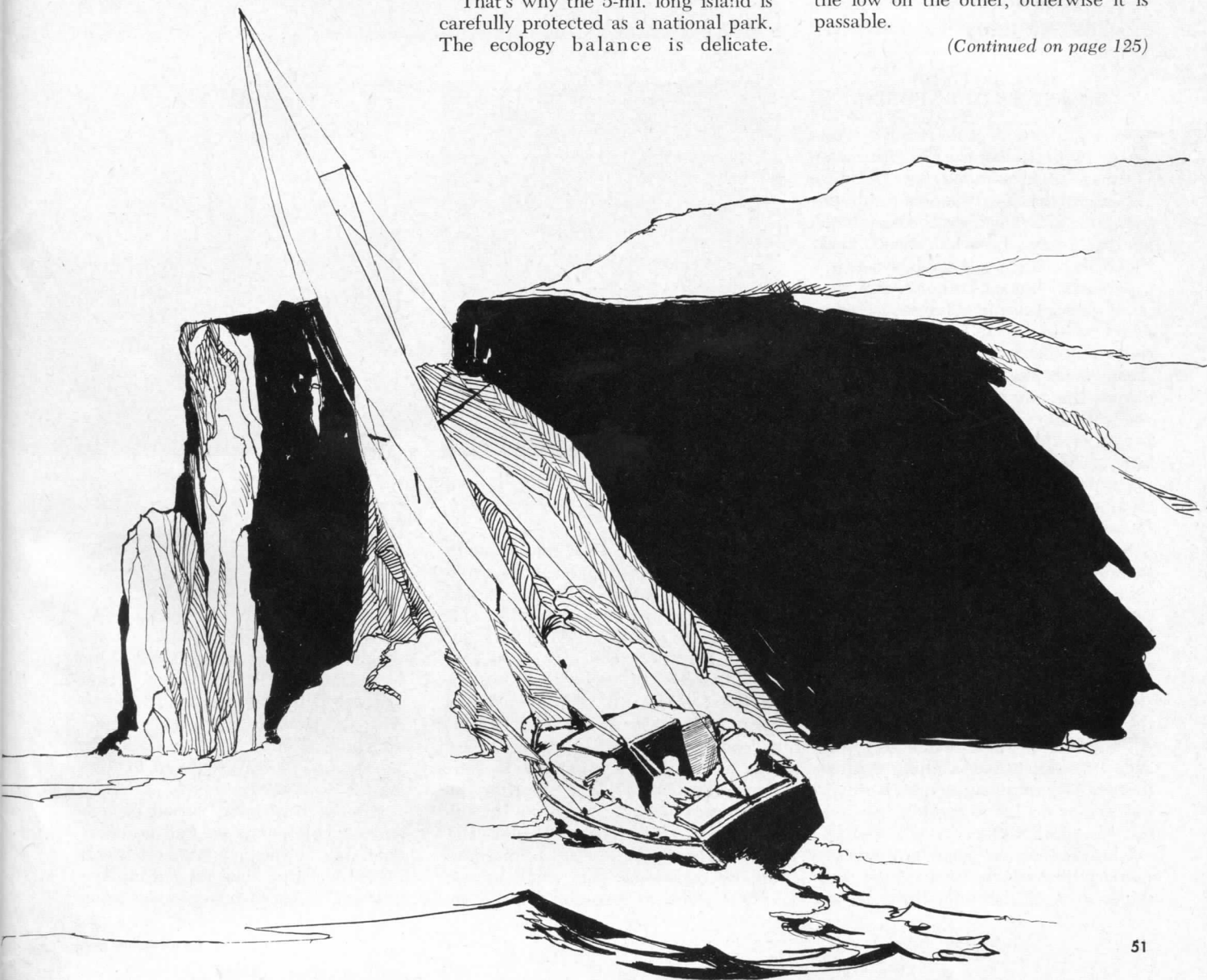
Visitors are allowed but not courted. If you plan to go ashore and camp overnight, hire a boat and leave yours at Channel Islands. The Anacapa coves are not safe for overnight anchorage.

Persons hiking and camping on the tiny island are advised to take warm clothes and a tent for wind protection at night. There is a public campground with pit toilets and picnic tables. But food, water, camping gear, fuel for campfires, and everything the camper needs, must be toted up a steep stairway and then one-quarter mile to the camping area.

Visitors say the rugged terrain and lack of creature comforts are soon forgotten as they explore the tide pools, spot pelican nests and examine fossils and examples of ancient volcanos.

If you take your own boat as we did, pull up anchor and head for safe anchorage before dark. There is a safe 4-mi. passage between Anacapa and her big sister island, Santa Cruz. Heavy breezes can stir up the sea between the high cliff on one side and the low on the other, otherwise it is passable.

(Continued on page 125)



shore and the Coast Guard recommends the following alternative source of Astoria weather information to those boatmen who cannot receive 162.40 MHz on their VHF-FM radios:

The Coast Guard Group at Astoria issues Marine Information Broadcasts daily on 2670 kHz (AM) at 9:30 a.m. and 9:30 p.m. Safety broadcasts are transmitted over this frequency immediately upon receipt of information.

When winds reach a sustained velocity of 25 knots or when sea and swell conditions are deemed hazardous to small craft, the Coast Guard Station at Cape Disappointment (Ilwaco, WA) broadcasts small craft advisories. After a preliminary announcement on 2182 kHz and Channel 16 (156.8 MHz), the small craft advisory is made over 2670 kHz and Channel 12 (156.6 MHz.).

Visual small craft advisories (penants) also are displayed at the station during daylight hours to warn boatmen of impending hazardous weather conditions.

By telephoning the Coast Guard weather and bar condition recording at (206) 642-3565, mariners can get the latest reports for the mouth of the Columbia River.

In addition to Coast Guard and National Weather Service broadcasts,

marine information broadcasts for the Astoria area are made daily on 2598 kHz at 9:15 a.m. and 9:15 p.m. by the telephone company's marine information operator.

OMC Commissions Reid

Tom Reid, general manager of Western Oregon Marine, Tigard, has been commissioned as captain in the OMC Stern Drive Fleet. Reid was cited for his firm's show room and service department.

CHANNEL ISLANDS

(Continued from page 51)

Santa Cruz is a privately owned island, 25 mi. long, with numerous caves and coves. Charts No. 5114 and No. 5115 can be checked for details.

The only safe overnight anchorages on Santa Cruz are Pelican Bay, Forney's and Smuggler's Coves, and each varies with the wind conditions. Mild appearing coves by daylight can turn into riptide, whirling devil-holes at night. Check the almanac and heed it.

Because Santa Cruz contains a large cattle ranch and is privately owned, a landing permit must be obtained. It costs \$5 and will be mailed if you request one from the

Santa Cruz Landing Co., 615 S. Flower St., Suite 1400, Los Angeles, CA 90017 or call (213) 628-1629.

There are many restrictions for the island visitor. All are required to protect this ruggedly beautiful and sparsely populated island so close to the mainland.

One of the "don'ts" is photography and publicity. In other words if you want to bathe at Ladies Cove, sail into the 80-ft. high Painted Cave, or visit the home of the sea otters, you will have to apply for a landing permit.

It's worth the effort. Follow your compass, watch the charts, believe what the almanac says about safe and unsafe anchorages. You will see unusual sights, smell new smells, hear sea otters bark, and feast on the peace of this undisturbed bit of beauty.

The weather on the cruise is typical of Southern California boating weather. Cold and damp and usually foggy in the morning, hot from about 10 a.m. until the sun dips into the Pacific.

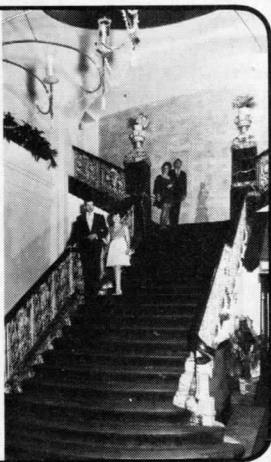
Food and water are necessary for at least two days, as is a battery that will work the ship's lights, radio and other equipment. Everything money can buy is available at Channel Islands Marina and money can't buy anything at Anacapa or Santa Cruz.

Boat owners love San Francisco!

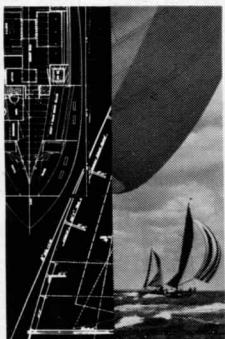
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